



**Task Force Meeting No. 19 Synopsis  
February 23, 2009**

**Task Force Members Present\*:**

Co-Chair Sam Liccardo, Vice-Chair David Pandori, Jackie Adams, Teresa Alvarado, Shiloh Ballard, Michele Beasley, Frank Chavez, Gary Chronert, Mary Creasman, Yolanda Cruz, Pat Dando, Harvey Darnell, Dave Fadness, Enrique Fernandez, Leslee Hamilton, Sam Ho, Nancy Ianni, Lisa Jensen, Frank Jesse, Matt Kamkar, Charles Lauer, Karl Lee, Linda LeZotte, Pierluigi Oliverio, Jennifer Rodriguez, Dick Santos, Patricia Sausedo, Judy Stabile, Neil Struthers, Alofa Talivaa, Michael Van Every, Jim Zito.

**Task Force Members Absent:**

Co-Chair Shirley Lewis, Judy Chirco, Pastor Oscar Dace, Erik Schoennauer.

**City Staff and Other Public Agency Staff Present\***

Roma Dawson (District 3 Council Office), John Ristow (VTA), Hans Larsen (DOT), Junko Vroman (ESD), Wayne Chen (Housing), Ru Weerakoon (Mayor's Office), Nanci Klein (OED), Kim Walesh (CMO), Joseph Horwedel (PBCE), Laurel Prevetti (PBCE), Andrew Crabtree (PBCE), Michael Brilliot (PBCE), John Kim (PBCE), Lee Butler (PBCE), Perihan Ozdemir (PBCE).

**Public Present\*:**

George Chien (Sierra Club), Bill Sowa (HMH), Tom Armstrong (HMH), Kerri Hamilton, Sandy Nguyen (ESUHSD), Ron Johnson (Affordable Housing Network), Derrick Williamson, Stan Ketchum, Chet Lockwood, Christine Choi, Dan Fitzpatrick, James Fitzpatrick, Estelle Kadis (SJDRA), Helen Chapman (SHPNA), Pam Foley, Bonnie Mace, Larry Ames, Virginia Holtz, Rosylin Dean (Coalition For a Downtown Hospital), Terri Balandra (FLAG), Marie Arnold, Trixie Johnson (League of Woman Voters), Joan Doss (League of Woman Voters), Betty Brown (Alvisio Neighborhood Group), Tony Strawa (Sierra club), Leah Toeniskotter, Jean Dresden, Frank Sweeney.

\*As verified by registering attendance on Sign-In Sheets.

**1. Welcome**

Meeting convened at 6:36 p.m.

**2. Review and Approval of February 7, 2009 Workshop Synopsis**

The February 7, 2009 synopsis was approved.

**3. Discussion of the results of the February 7<sup>th</sup> Task Force and Community Workshop and development of up to four Land Use/Transportation Scenarios**

Michael Brilliot announced that Stan Ketchum has retired and acknowledged his contributions to the Envision San Jose 2040 process, and introduced Andrew Crabtree as the new Principal Planner.

Michael Brilliot provided an overview of the meeting.

Andrew Crabtree described the scenario development process and work program, and discussed feedback from the February 7<sup>th</sup> Workshop that provided input on potential growth capacity scenarios.

Task Force member questioned whether the City currently has enough land capacity to accommodate the amount of housing and employment growth for the Jobs Surplus scenario (Scenario 4). *Andrew Crabtree responded that the land needs associated with the land use scenarios would be discussed at the next meeting.*

Task Force member suggested including a scenario with maximum job growth, however such a scenario would need to phase housing growth with job growth.

Co-Chair Sam Liccardo questioned to what extent phased or staggered growth would be incorporated into the scenarios. *Michael Brilliot responded that the phasing issue would be part of the scenario development discussions, but that the goal tonight was to identify scenarios that identify the location of growth in the “horizon” year 2040.*

Task Force member commented that Staff’s analysis of land use scenarios should consider the new opportunities provided by upcoming transit investments, such as the BART extension and High Speed Rail.

Task Force member commented that the future BART line should be treated as a major jobs corridor, not only as a housing corridor. Intensity of development along corridors must correspond with the level of transit service.

Task Force member questioned whether the City has met the projected housing need in General Plan 2020. *Laurel Preveti responded that there was no deficiency in the projection, but that City Council added housing capacity beyond that of General Plan 2020.* A comment was added that the environmental analysis should consider the larger growth scenarios to understand the impacts.

Co-Chair Sam Liccardo questioned why the Task Force would not simply take the largest growth scenarios for environmental analysis. *Andrew Crabtree responded that while the larger growth scenarios would provide environmental clearance for an upper bound of development, it might not provide information about the different types of impacts that might be associated with other growth scenarios.*

Task Force member added that the analysis of lower growth scenarios could yield more valuable information about the specific types of impacts associated with each distinct growth scenario. Task Force member also stated that future jobs and housing growth must take advantage of existing and planned transit infrastructure, and that jobs must exist at transit hubs in order to create destinations.

Task Force member stated that future generations may prefer housing in urban settings, such as along transit corridors. Land use planning must consider these housing preferences to meet this potential demand.

Vice-Chair David Pandori said that there is a disconnect between the jobs and housing projections prepared by the economic consultant, and actual development in the City over the past 10-15 years. On average, about 2,500-3,000 housing units have been developed per year, meaning approximately 90,000 new units could be expected by 2040. The baseline projection of

179,000 housing units is almost twice the amount of housing predicted by the trend line. To over-plan for housing would be to perpetuate the problem of San Jose's jobs-housing imbalance.

The major investments in BART and High Speed Rail must be considered in formulating land use scenarios. Future transit will connect the City of San Jose to a larger region, and it is not unrealistic to rely on housing in other counties to bring workers to San Jose.

The cost of infrastructure must accompany the discussion about housing growth capacity.

The Task Force is at a critical discussion point in selecting growth scenarios, and needs a discussion around how housing and job supply is produced before addressing the location of growth.

The Task Force would benefit from a visual depiction of jobs growth/loss trends, and an explanation of how jobs are created or lost. There needs to be a clearer connection between housing and jobs growth.

The Task Force should consider the location of future housing in relation to goods and services for the health of the transportation system and for fiscal sustainability. Local-serving retail provides goods and services for neighborhoods, and generates revenue for the City.

Task Force member asked what are the implications of not planning for ABAG's projected population growth? Would the City be penalized somehow in the allocation of transportation and infrastructure funding? *Co-Chair Sam Liccardo responded that there is no direct linkage between the RHNA numbers and funding allocation. Laurel Prevetti commented that the RHNA numbers that were accepted by the City are within the existing housing unit capacity in the San Jose 2020 General Plan.*

Task Force member cautioned that the Task Force should not view the fiscal impacts of jobs and housing too simplistically, since there are different types of jobs and housing with different fiscal implications.

Task Force member requested a history of job creation and loss in the City of San Jose over the past 20-25 years.

General planning is about strategizing to conserve land for future uses. The General Plan can control the amount of land to set aside for housing and job growth, and where to place that growth.

The south-to-north commute, with residents in the south of the City commuting to jobs in the north, is a crucial issue which needs to be discussed when considering the location of new jobs.

Task Force member requested historical information about the kinds of jobs that have been created and lost in San Jose's history.

Task Force member requested information about revenue impacts for each of the different scenarios. *Michael Brilliot responded that a fiscal analysis would be done for each of the Task Force's confirmed scenarios.*

Task Force member commented that, at the completion of the Envision 2040 General Plan Update process, it will be important for the Task Force to reconvene at least every five years to ensure that progress is being made as planned.

Task Force member commented that in order to improve the fiscal health of the City, there must be a greater emphasis on jobs over housing.

Michael Brilliot discussed feedback from the February 7<sup>th</sup> Workshop, and input on growth location strategies.

Task Force member commented that VTA-designated transit corridors do not match up with the desired growth areas, such as Edenvale. San Jose needs to drive the provision of transit services to growth areas.

Task Force member expressed agreement with the VTA/DOT scenario exercise results. Location Strategy C was named “DOT Scenario.” Member felt that the small discussion group format is more effective than the formal Task Force set up for working through and understanding differing approaches.

Vice-Chair David Pandori suggested a format for the March 9<sup>th</sup> Task Force Meeting, which would include small group discussion on the growth capacity and location scenarios, and selection of four conceptual scenarios at the conclusion of that meeting.

Vice-Chair David Pandori suggested a location strategy that reserves certain lands for large and small parks, requiring growth to occur outside of these reserved areas.

Based on Task Force Feedback, Co-Chair Sam Liccardo suggested postponing selection of the four conceptual scenarios until the March 9<sup>th</sup> meeting, when the Task Force will be provided with historical information on jobs and housing trends, and will be able to make their selections with the requested information.

Task Force member requested information about City lands that are at, or near, sea level and could be subject to flooding due to global warming.

Task Force member requested an assessment of the role of land use planning in influencing job creation or job loss.

Task Force member questioned the potential impacts of a jobs-rich balance on housing affordability in the City, and the potential impacts on the availability of affordable housing for future employees. *Staff responded that there must be a balance between the provision of jobs and adequate housing, and that the availability of affordable housing for future employees should be a consideration of the Task Force when developing scenarios. Laurel Prevetti added that the City Council may adopt future policies to programmatically address the affordability issue.*

Task Force member commented that it is important to provide a variety of housing types for future residents.

Task Force member inquired about the fiscal implications of different job types. *Staff responded that it would be very difficult to forecast wages and to make distinctions between the fiscal implications of different job types; however, lands should be set aside to accommodate the growth of different types of industries in the future.*

Task Force member suggested a growth capacity scenario alternative, which combines a trendline projection of 90,000 housing units and a 1.2 jobs-per-employed resident.

#### **4. Public Comment**

Before transit-oriented development should be permitted, there must be certainty that a high-level of transit service will be developed.

Green space requirements per the current General Plan should be integrated into the scenarios.

The Task Force should consider a strategy to bring more clean-tech jobs to the City. Vehicle miles traveled (VMT) should be a consideration when assessing the impact of new development.

The Task Force should be aware that tax laws are subject to change, and that Envision San Jose 2040 should not assume that the current municipal revenue framework will remain unchanged in the future.

Reid-Hillview Airport is an FAA designated reliever airport for San Jose International Airport, and will not close as long as San Jose International is in operation.

ABAG projections are overall optimistic. ABAG adjusts its projections every couple of years for the near term, but keeps projections unrealistically high in the long-term.

**5. Task Force selection of up to four conceptual Land Use/Transportation Scenarios for further refinement**

This item was deferred to the March 9 Task Force Meeting.

**6. Announcements**

The next Task Force Meeting (No. 19b) is scheduled for Monday, March 9, 2009, 6:30 to 9:00 p.m. in the City Hall Wing Rooms.

Staff changes on the Envision San Jose 2040 team: Johnnie Kim will be leaving the team, and Lee Butler will be joining the Envision team.

**7. Adjourn**

Meeting adjourned at 8:30 p.m.